

BOURNE IN DEREGULATED BRIDGES

Amendment Adopted by Senate Committee May Give Desired Relief.

REFUTE SENATOR'S DENIAL

Joseph Buchtel Tells How Urgent Necessity for Provision Was Explained to Him at Meeting With Business Men.

TEXT OF PROPOSED AMENDMENT.

The following amendment to the rivers and harbors bill, introduced in the United States Senate and which was approved by the committee, after Senator Bourne had been animated to action through advice from political friends here, may offer the long-sought relief on the draw-closing question:

That the Secretary of War be and is hereby authorized and directed to keep the bridges across the Willamette River within the corporate limits of Portland closed during such times as the Common Council may hereafter, by ordinance, prescribe, between the hours of 6 and 8 o'clock A. M. and 5:30 and 6:30 o'clock P. M.

Refuting the statement credited to Senator Bourne, contained in Washington dispatches of yesterday, in which he sought to excuse his neglect to secure closed drawbridges during rush hours, morning and evening, across the Willamette River by saying that the subject never had been called to his attention, Joseph Buchtel, a prominent East Side business man, declared last night that he had called the subject to the attention of Bourne and particularly had impressed the importance of the question on Senator Chamberlain. In Bourne's statement he took occasion to defend his colleague also, saying that neither himself nor Chamberlain had received word from the city authorities or any commercial organization or individual about the necessity of the bridges being closed to water traffic during the rush hours.

Both Senators Informed. Mr. Buchtel is chairman of the standing drawbridge committee of the East Side Improvement Association. During the past six or seven years he has been negotiating the question of closing the draws.

"The last time Senator Bourne and Senator Chamberlain were here—I believe it was the year," said Mr. Buchtel, "it was called to their attention. At that time the question was being considered by the War Department. I called them to the attention of the War Department and believed it to be one of the most important public questions to the people of the East Side."

This conversation took place in the offices of Judge M. G. Munin in the Wells-Fargo building, there being a conference in progress between the two Senators and representatives of East Side commercial organizations over the Broadway bridge question, according to Mr. Buchtel.

"The Broadway bridge was the principal topic of conversation," said Mr. Buchtel. "It was very anxious, however, about the draw question, and called it to their attention. Senator Chamberlain evidenced real concern in it, as I thought, and we discussed it some time. He promised to call me and questioned me at some length. So far as I have been able to learn, nothing was done by the Secretary of War."

Bourne's open criticism of the city authorities and the various commercial organizations of the city was strongly resented yesterday. That he does not understand the local situation on this question at least, was said generally.

Movement Is Not New. For the past six or seven years, it was said, the closing of the bridges during rush hours has been urged before the War Department. The last attempt was made by the East Side organizations through Mayor Simon, who took it up with Major McIndoo, United States engineer here. He transmitted the request to the Secretary of War, but owing to the fact that none of the members of the Oregon Congressional delegation appeared to insist upon the granting of the petition it was refused.

It remained for Senator Lodge of Massachusetts to find a way out. He introduced an amendment to the rivers and harbors bill, providing for the arbitrary closing of the draws across the Charles River and Fort Point Channel in Boston during rush hours, morning and evening. This amendment was approved by the Senate commerce committee, of which Bourne is a member, though nothing was done by him to give Portland similar relief. Later, on urgent advice from Portland, he introduced an amendment leaving the regulation of the draws with the City Council, though limiting it to one hour in the afternoon and two in the morning. This was approved by the committee yesterday.

The rivers and harbors bill probably will be returned to the House in its amended form the first of next week. To assist Oregon's representatives in keeping the amendment intact, a telegram was sent yesterday to the full Congressional delegation by the East Side Improvement Association, urging the necessity for action.

Telegram Urges Action. The telegram was as follows: "At a meeting of the committee appointed by the East Side Improvement Association with a membership of 100 active business men of Portland, to secure the closing of the bridge draws across the Willamette River during the rush hours of the day, it was decided to ask the Oregon Congressional delegation to take active steps to secure such regulations. In support of this request attention is called to the fact that Portland now has a population of more than 100,000 people, including a large number of whom are dependent on these bridges to reach their places of business and employment, but who, under present circumstances, are subject to constant delays and inconveniences. This condition the association adopted the following resolutions: Whereas, There is constant delay experienced by the people of Portland in crossing the Willamette River during the rush hours of the day, and without interregiments can be made by which these bridge draws may be kept closed during the hours without injury to navigation in the least; therefore, be it

WAGON ROAD GRANT LANDS TO BE SOLD

Inspection of Property Finished and Favorable Report Is Made.

TRACTS TO BE AS DESIRED

Sale of Approximately 790,000 Acres Will Go Forward at Once and Immense Colonization Is Expected to Follow.

According to C. E. S. Wood, W. P. Davidson and John E. Burchard, the Minnesota capitalists, have definitely decided to recommend to their associates that the land property of the Willamette Valley & Cascade Mountain Wagon Road Company be purchased. Mr. Burchard left yesterday for St. Paul. It was officially given out yesterday that if the sale of the Willamette Valley & Cascade Mountain Road Company land grant goes through, active operations may be expected in 30 days. To accomplish this the land will be sold, it was said, in tracts of any size, so any purchaser may obtain just the kind and amount of land he wants.

FLY'S CAREER SEEN ON FILM

Object Lesson Portrayed by Machine at Arcade Theater.

The career of a typical little-house fly was graphically outlined at the Arcade theater yesterday in a new film. A private exhibition of the film was first given to members of the medical profession at the Bijou Theater. From its birth to its untimely death the creature is shown imbibing poison, carrying putridity and discharging its load of poison germs thus acquired upon the nipple of a baby's feeding bottle, its readiness to infect the feeding child with some terrible disease. The fly is shown feeding on diseased meat, exhibited as it sticks its tentacles into grease, dirt and everything that is unwholesome. All in all, the film is an object-lesson to those who advocate wholesale destruction of the common fly. The film will be exhibited for the balance of this week.

SEXTET OF CHILD ACTORS FULL OF LIFE BOTH ON AND OFF STAGE

Youngsters Who Appear in "The Red Mill" Are Happy Group and Spend Much Time at Outdoor Sports—Four Are Children of Company's Wardrobe Mistress.



SEXTET OF CHILD SINGERS IN "THE RED MILL." READING FROM LEFT TO RIGHT—JACK AND THOMAS HARRINGTON, CLARENCE JOHNSON, BEATA HARRINGTON, ELIZABETH JOHNSON AND NORINE HARRINGTON.

BY LEONE CASS BAER. ERILLY Mrs. Mary Harrington, wardrobe mistress with "The Red Mill" company is a modern "old woman who lived in a shoe." Only in this instance she isn't old at all. Quite the contrary, in fact. But this interview isn't about Mrs. Harrington, and I mention her only incidentally as the maternal relative of four of the busiest children who ever donned wooden shoes and shrieked "Just because you're y-o-u" behind the footlights. There's a sextet of them this week at the Baker Theater. Mrs. Harrington's contribution to the number consists of Norine, Beata, Thomas and Jack. The other two are Elizabeth and Clarence Johnson, "children of a lady friend of mine," explains the soft-voiced caretaker of the flock. "You see, I'm a widow," she continued in brief, and it seemed a sofly defiant explanation. "I live in New York City, where all the companies are sent out from, and while I have always been an actress myself any position that sort now would necessarily separate me from my children. I can't sew or teach any women do and so when I had this position offered me with a chance for the children to advance too, and at the same time keep them all together, you can know I considered myself lucky. We have our lessons daily, they have a nap every day from 5 o'clock until 8, they play games and are outdoors whenever the weather permits and live much as other young Americans. They are never ill and are a happy, hearty contented family. And indeed they looked it. From Norine, tall and slender for her 14 years, down to roly-poly Jack, the baby, not yet 8, they radiated health and activity. Because of their varying sizes and features, two of the girls, Beata and Norine, make up as boys and Jack and Clarence appear

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influence of the railroads now under construction to that section.

Before the lands can be put on the market they will have to be carefully selected, surveyed and graded. While the wagon road grant naturally comprised the finest sections in the district, which the road traversed, there is considerable diversity in its quality. A large area is timbered, there is a tremendous acreage of wheat land and much is suitable for grazing.

There is irrigable land in the Malheur, Crook and Deschutes valleys, natural cereal land in the rolling country of Silver Creek and other areas, and wheat which is thought to be able to produce more than is at present the output of Oregon and Washington. Four billion of feet of timber is believed to be comprised in the timber lands.

That there was any litigation pending between the Willamette Valley & Cascade Mountain Road Company and settlers was denied yesterday by C. E. S. Wood, who at the same time wished to correct the impression that the land grant is upon condition that sales be made to bona-fide settlers at a fixed price. Discussing the history of the grant yesterday, Mr. Wood said:

History of Grant Told.

The land grant was made to the State of Oregon by the United States by act of Congress in 1850, upon the sole condition that a wagon road be constructed across the Cascade Mountains from near Astoria and across the state to its eastern boundary, the Snake River, via Harney Valley. The evidence of construction of the road was to be the certificate of the Governor of Oregon and Governors of Oregon and Idaho, respectively, certified that the road had been constructed.

These certificates the present owners bought the land and when, in Cleveland's second administration, a suit to forfeit the grant was brought by the Circuit Court for the District of Oregon, the court, Judge Deady and ending with Judge Gilbert, decided that in fact the road had been built sufficiently well according to the rugged and pioneer custom of the country and that the road had actually been constructed according to the terms of the grant or not, because the granting act of Congress itself made the Governor's certificates conclusive evidence upon this point, and that purchasers had a right to rely on these certificates, and that, therefore, the present owners were bona-fide purchasers for value.

Title Perfectly Clear. These contentions, on appeal, were upheld by the Supreme Court of the United States and since that time the present owners have held the title absolutely and without any condition or restriction whatever. There is no condition that they shall sell to any one, or at any price. In fact, there is no condition whatever and they own the property as fully and perfectly as any man owns the fee simple right to his farm.

The original grant was from the United States to the State of Oregon. The State of Oregon then granted its rights to the Willamette Valley & Cascade Mountain Wagon Road Company, which sold to the present owners, although there have been several conveyances of title among themselves.

This grant was also peculiar in not being a grant in place, or, as in every other grant so the Pacific Coast, a grant of every other section designated by the odd numbers; but was a grant of the sections per mile, the inspection on behalf of their friends, who rely entirely on their judgment, and both gentlemen expressed themselves as thoroughly pleased with the grant and with Central Oregon. They believe in the future of the country, particularly under

Under this method of filing the grant, it



Some People Want "QUALITY"

Some Want PRICE

At Eilers Piano House

You Get BOTH

That's why 72 out of every 100 Pianos purchased in the West come from The House of Eilers

\$6 PLACES A GOOD PIANO IN YOUR HOME

Steps are also to be taken at once to

empty the water into a sewer, plans to

This will be one of the most important

improvements this section of the city

could have. A large, stagnant pool long

has menaced the health of the community,

as well as being an eyesore to

passersby.

There is no tide at New Orleans. At

Eastport, Me., it is 18 feet.

Free Sunday excursion, Woodburn

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GOODWIN MAY BE CLEARED

District Attorney's Office Lent With Son of Wealthy Easterner.

John W. Goodwin, the son of the

wealthy Philadelphia shoe dealer, who

was arrested in Portland Tuesday on

the charge of forging an order for an

automobile upon a local garage, was released

yesterday upon his own recognizance by

commendation of Deputy District

Attorney Hennessy. The youth was placed

in the custody of C. H. King, of the

Ketchikan Auto Company.

According to the investigations made

by Mr. Hennessy, the case against Good-

win is not so flagrant as was at first

supposed. The youth represents that an

order for the garage of Harry Twitchell

he had the authority to take cars out

and in the absence of Mr. Twitchell gave

an order to the watchman, believing it

would be regarded as within his authority.

After having the car out for two hours

he met with an accident and slightly

damaged it. Mr. Hennessy says that

Mr. Twitchell has been trying to force

the youth into paying \$200 damages on

the machine and that an expert mechanic

who examined it offered to fix it for \$15.

In view of this phase of the case, said

Mr. Hennessy, he was disinclined to re-

gard the case against Goodwin as serious.

The case will be brought up later in the

Municipal Court.

BIG FILL WILL BE MADE

Stagnant Pool, Long Menace to Health, to Be Abated.

The Pacific Bridge Company is prepar-

ing to make the big fill on East Ninth,

between Belmont and East Morrison

streets, ordered by the City Council a

long time ago.

This will be one of the most important

improvements this section of the city

could have. A large, stagnant pool long

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BE CONVINCED

Montclair

Is the life of the stomach.

If this is weakened—

Crippled by abuse,

Eating improper food—

The rest of the body suffers.

Body and Brain are nourished

Through the digestive impulse.

Food is called for, and, if right

The tissues are repaired

As fast as mental and physical

Activity breaks them down.

This is life.

Grape-Nuts food not only

Meets the requirements of

Tissue-repair, but is a